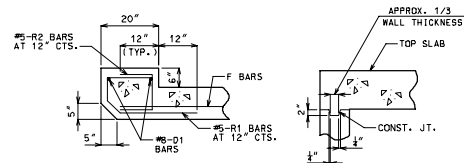
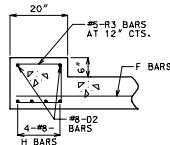


HALF PLAN HALF HORIZONTAL SECTION
(LEFT ADVANCE SKEW SHOWN)
(RIGHT ADVANCE SKEW OPPOSITE HAND)



SECTION A-A



SECTION B-B

GENERAL NOTES:

ALL DIMENSIONS SHOWN ARE IN INCH UNLESS OTHERWISE NOTED.
FOR DIMENSIONS AND SIZE AND SPACING OF REINFORCING STEEL, SEE STANDARD SHEET 703.15.

LAP ALL LONGITUDINAL BARS A MINIMUM OF 23" AT SPLICES.

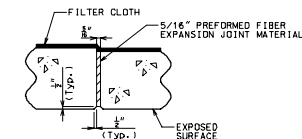
MINIMUM CLEARANCE TO REINFORCING STEEL SHALL BE 1-1/2" UNLESS OTHERWISE SHOWN.

PREFORMED FIBER EXPANSION JOINT MATERIAL SHALL BE SECURELY STITCHED TO ONE FACE OF THE CONCRETE WITH NO. 10 GAGE COPPER WIRE OR NO. 12 GAGE SOFT DRAWN GALVANIZED STEEL WIRE.

BEVELED HEADWALL TO BE LOCATED AT UPSTREAM END.

A FILTER CLOTH 3 FEET IN WIDTH AND DOUBLE THICKNESS SHALL BE APPLIED TO ALL TRANSVERSE JOINTS IN THE TOP SLAB AND SIDEWALLS. THE MATERIAL SHALL BE CENTERED ON THE JOINT AND THE EDGES SEALED WITH A MASTIC OR WITH TWO SIDED TAPE. THE FILTER CLOTH SHALL BE A GEOTEXTILE MEETING THE APPROVAL OF THE ENGINEER AND HAVING A GRAB TENSILE STRENGTH OF 180 LBS. (ASTM D-4632) AND AN APPARENT OPENING SIZE OF 50 TO 100 (ASTM D-4751). COST OF FURNISHING AND INSTALLING THE FILTER CLOTH WILL BE CONSIDERED COMPLETELY COVERED BY THE CONTRACT UNIT PRICE FOR OTHER ITEMS.

FOR MORE DETAILS AND SECTION THROUGH BOX, SEE 703.14 SHEET 2 OF 3.



DETAIL OF TRANSVERSE JOINT THRU BARREL OF CULVERT

- ① UPSTREAM DOWNSTREAM = 3'-5"
- ② IF MORE THAN ONE SHEET 703.12 FOR DETAILS.
- ③ FOR DETAILS AND REINFORCEMENT IN WINGS, SEE STANDARD SHEET 703.37.
- ④ USE THESE BARS FOR DESIGN FILLS OF MORE THAN 2'-0".
- ⑤ USE THESE BARS FOR DESIGN FILLS OF 2'-0" OR LESS.

(****) VARIES = 12" MAXIMUM

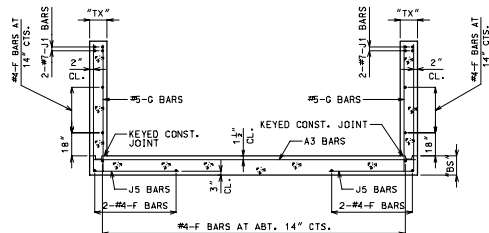
(*****) USE TRANSVERSE JOINT WHEN BARREL IS OVER 80 FEET LONG BETWEEN HEADWALLS.

USE ADDITIONAL TRANSVERSE JOINTS TO PROVIDE 50 FEET MAXIMUM SPACING BETWEEN JOINTS.

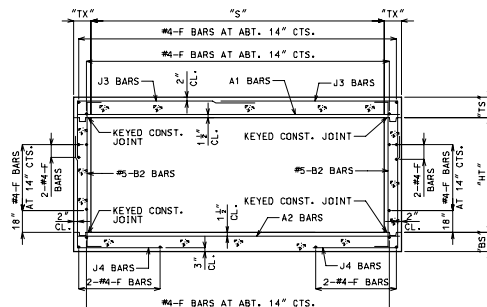
DISTANCE BETWEEN INSIDE FACE OF HEADWALL AND TRANSVERSE JOINT SHALL NOT BE LESS THAN 3'-0".

(*****) J4 BAR SPACING

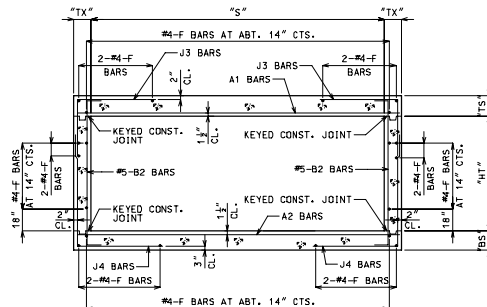
MISSOURI HIGHWAY AND TRANSPORTATION COMMISSION			
CONCRETE SINGLE BOX STRUCTURE FLARED WINGS (SKEWED)			
DATE: _____	EFFECTIVE: 07-01-2004	703.14F	1/3



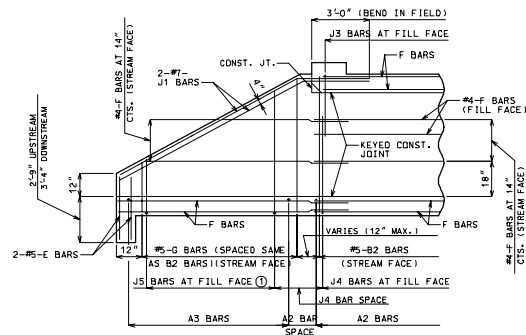
SECTION THRU WINGS (UPSTREAM SHOWN)



SECTION THRU BOX (DESIGN FILLS 2'-0" OR LESS)



SECTION THRU BOX (DESIGN FILLS OVER 2'-0")



ELEVATION OF WING
(UPSTREAM SHOWN)

NOTE: CONSTRUCTION JOINT KEY OMITTED FOR CLARITY.

GENERAL NOTES:

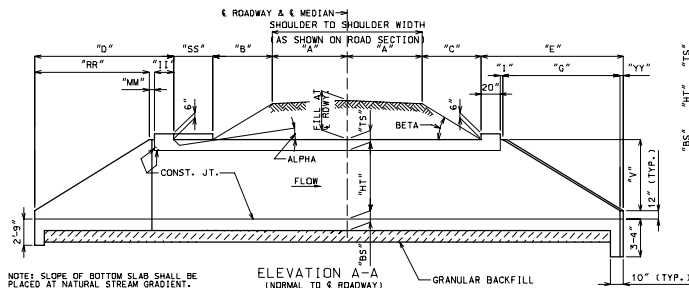
ALL DIMENSIONS SHOWN ARE IN INCH UNLESS OTHERWISE NOTED.
J1 BARS MAY BE BENT IN FIELD OR SHOP.

MINIMUM CLEARANCE TO REINFORCING STEEL SHALL BE 1-1/2" UNLESS OTHERWISE SHOWN.

FOR DIMENSIONS AND SIZE AND SPACING OF REINFORCING STEEL, SEE STANDARD SHEET 703.15.

① FOR DETAILS OF REINFORCEMENT IN WINGS, SEE STANDARD SHEET 703.37.

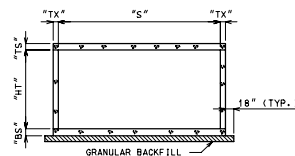
MISSOURI HIGHWAY AND TRANSPORTATION COMMISSION			
		CONCRETE SINGLE BOX STRUCTURE FLARED WINGS (SKEWED)	
DATE: _____	EFFECTIVE: 07-01-2004	703.14F	2 3



NOTE: SLOPE OF BOTTOM SLAB SHALL BE PLACED AT NATURAL STREAM GRADIENT.
IF UNSUITABLE MATERIAL IS ENCOUNTERED, EXCAVATION OF UNSUITABLE MATERIAL AND FURNISHING AND PLACING OF GRANULAR BACKFILL SHALL BE IN ACCORDANCE WITH SEC. 206.

ELEVATION A-A
(NORMAL TO ROADWAY)

SECTION THRU BOX
(NORMAL TO STRUCTURE)



GENERAL DATA TABLE			
VARIABLE	DIMENSION (In.)	VARIABLE	DIMENSION (In.)
ALPHA	SEE EQUATIONS	"U"	(R + M)(TAN 20°)
BETA	SEE EQUATIONS	"V"	HT + TS - 12"
"B"	SEE EQUATIONS	"W"	2A + B + C + D + E + SS
"C"	SEE EQUATIONS	"X"	3" + TX(TAN Z)
"D"	I + M + RR	"Y"	TX(SIN 20°)
"E"	C + D + 20"	"Z"	SKREW ANGLE
"F"	S + 2TX	"AA"	(F/2)(TAN Z)
"G"	2V	"BB"	(A + B)(SEC Z)
"H"	(A + C + E)(TAN Z)	"CC"	(A + C)(SEC Z)
"I"	3"(COS Z)	"DD"	R + W + N + 20"
"J"	(AA + BB + DD)(SIN Z)	"EE"	E(SEC Z)
"K"	(S/2)(SEC Z)	"HH"	20"(SEC Z)
"L"	AA + BB + CC + DD + EE	"JJ"	20"(COS Z)
"M"	NCOS 20°	"KK"	(S/2) + U
"N"	3" + TX(TAN 10°)	"LL"	(AA + BB + DD)(COS Z)
"O"	1 + YY	"MM"	3"(COS Z + COS(Z - 20°))
"P"	2V[SEC(Z + 20°)]	"RR"	P[COS(Z - 20°)]
"Q"	TX(COS 20°)	"SS"	F(SIN Z)
"R"	P(COS 20°)	"YY"	TX(SIN Z)
"T"	G(SEC Z)		

GENERAL NOTES:

DESIGN SPECIFICATIONS:
AASHTO - 2002
LOAD FACTOR DESIGN

DESIGN UNIT STRESSES:
CLASS B-1 CONCRETE $f_c = 4,000$ psi
REINFORCING STEEL (GRADE 60),
 $f_y = 60,000$ psi

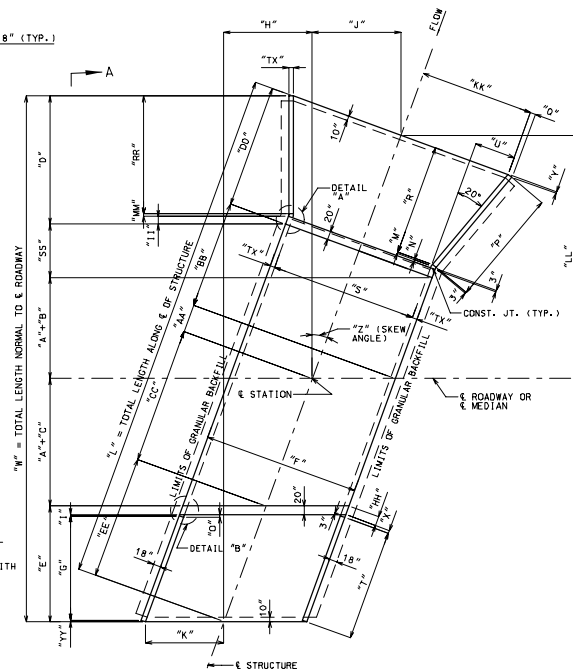
DESIGN LOADS:
EARTH 120 W/FT.²
EQUIVALENT FLUID PRESSURE
30 W/FT. (MIN.) - 60 W/FT. (MAX.)

ALL DIMENSIONS SHOWN ARE IN INCHES (In.) UNLESS OTHERWISE NOTED.

THIS DRAWING IS NOT TO SCALE. FOLLOW DIMENSIONS.

FOR DIMENSIONS NOT SHOWN, SEE STANDARD SHEETS T03.14, SHEETS 1 & 2 OF 3 OR T03.15.

NOTE:
WHEN ALTERNATE PRECAST BOX SECTIONS ARE USED, THE MINIMUM BARREL LENGTH MEASURED ALONG THE SHORTEST WALL FROM THE FIRST JOINT TO THE OUTSIDE OF THE HEADWALL SHALL BE 3'-2". REINFORCEMENT AND DIMENSIONS FOR THE WINGS AND HEADWALLS SHALL BE IN ACCORDANCE WITH MISSOURI STANDARD PLANS DRAWINGS.



PLAN SHOWING LAYOUT DIMENSIONS
(DOWNSTREAM AT LEFT SHOWN FOR DOWNSTREAM AT RIGHT.
ROTATE 180° ABOUT STRUCTURE)

EQUATIONS FOR COMPUTING LENGTH OF BARRELS

LET ALPHA = ANGLE OF SLOPE OF BARREL WITH HORIZONTAL ALONG E OF CULVERT.

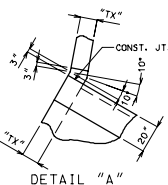
LET BETA = ANGLE OF SLOPE OF FILL NORMAL TO ROADWAY.

"B" OR "C" = $(\text{FILL AT ROADWAY}) \div (\text{CROSS-SLOPE}) \times \tan(\text{BETA}) \div \tan(\text{ALPHA})$

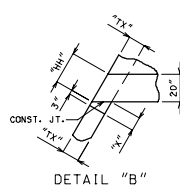
"B" OR "C" = HORIZONTAL DISTANCE FROM EDGE OF SHOULDER TO HEADWALL NORMAL TO E OF ROADWAY.

DEFINITIONS

CROSS-SLOPE: SLOPE OF EACH PART OF THE ROADWAY INCLUDING ROADWAY CROWN, SHOULDER SLOPE, AND/OR SUPERELEVATION. SEE DESIGN ROADWAY CROSS SECTION FOR LANE AND SHOULDER WIDTHS AND SLOPES.



DETAIL "A"



DETAIL "B"

MISSOURI HIGHWAY AND TRANSPORTATION COMMISSION			
CONCRETE SINGLE BOX STRUCTURE FLARED WINGS (SKEWED)			
DATE: _____	EFFECTIVE: 07-01-2004	T03.14F	3/3